

SOUTHERN RAILWAY WORKING TO HELP FARMERS OF SOUTH

HAS INAUGURATED IMPORTANT
MOVEMENTS FOR BETTER-
MENT OF AGRICULTURAL
AND INDUSTRIAL CON-
DITIONS IN
THE SOUTH-
EAST.

A LEADER IN DEVELOPMENT

How the Southern Railway System is
Working to Aid the People Already
in the Southeast and to At-
tract Capital and Desir-
able Settlers to This
Section.

Much attention has been attracted,
in recent years, to the work which
many of the great railroad systems
and a number of the lesser com-
panies have been doing in the line of
practical development work for the
territories they reach. There is little
question that this work has had an
immense influence in the advance-
ment of the South. People recognize
this fact, and are so im-
pressed by it that many communities
and districts have come to look to
the great transportation companies
which serve them for leadership in
nearly all efforts to develop their re-
sources. The business of the rail-
road company is to handle traffic.



Shipping Beef Cattle Over the Southern Railway.

Whatever work is undertaken outside
of that should properly have a direct
relation to the increase of the road's
traffic.

It is generally known today that
in well planned, effective work
to increase the business of the road
by adding to the population of its dis-
tricts and the utilization of the re-
sources and opportunities of the var-
ious communities it serves, the South-
ern Railway System is a leader, while
in many lines of this work it has
been a pioneer. A resident of Ore-
gon, connected with one of the great
transcontinental lines, who has been
making a study of the work of rail-
roads in this direction, recently stat-
ed that in its development work the
Southern had the best organization in
the country.

METHODS OF AIDING FARMERS.
A recent publication of the United
States Department of Agriculture said
that the maintenance of interest by
the transportation companies of the
country in the betterment of agricul-
ture has recently become so pro-
nounced and general as to attract the
attention of all who are engaged in
rural development; that this interest
has been shown principally in their
providing and running special trains
for the dissemination of agricultural
information among farmers, and in
their appointing agricultural experts
to position in the management of the
roads to give attention to the devel-
opment of rural communities, and to
the proper handling of agricultural
products shipped from distributing
points on their several routes of rail-
road.

In all these directions the Southern
Railway System has been prominent.
Its activity, however, are not confined
to the lines of agricultural work men-
tioned, and in the way of industrial
and of general development work the
field of labor has been very broad.
The activities of a railroad com-
pany in promotion and development
work must be based on the special
needs and opportunities of its field.
Beginning with the organization of
the Southern Railway Company this
work has been planned with a view
to the largest and best development
of both the agricultural and indus-
trial resources of the Southeastern
States.

This has meant a study of the ag-
ricultural, mineral, forest and man-
ufacturing resources and opportunities,
the advertising of them, participation
in the work of educating our people
regarding the value of their farm
lands and natural resources and of
the best utilization of them, and of
efforts to secure the fullest co-opera-
tion of all interests in the sections
advanced.

EXTENT OF THE WORK.
The Southern Railway System,
through its various lines, reaches into
and serves nearly all the industrial
and agricultural districts of Virginia,
the Carolinas, Georgia, Kentucky, Ten-
nessee, Mississippi, Alabama, Georgia,

Northern Florida and Southern Indi-
ana and Southern Illinois. This in-
cludes a vast empire, in extent, and
one in which nearly all manner of
conditions, resources, needs and op-
portunities are found. To properly
serve such a territory the develop-
ment of work must embrace many
different avenues of activity.

It has been carried on with the
idea that to fully utilize the resources
and to bring about the needed and
desired development new men and
new capital from the outside must be
brought in to work either independ-
ently or in connection with the men
and capital of the Southeast in devel-
oping our forest and mineral wealth
and in extending our manufacturing
interests, that more farmers must be

induced to locate on our improved
and unutilized lands and that the
farmers already in the Southeast
must be made to more fully under-
stand the opportunities at their com-
mand and to adopt the lines and meth-
ods of farming which will give them
the best results.

Co-operation must be the keynote
of all the development or educational
work a railway company does. It can
accomplish little without the sympa-
thetic and active co-operation of the
people and the various agencies for
development in its states and com-
munities. All the Southern's work,
therefore, has been based upon the
co-operative idea, has been to assist
national and state authorities, educa-
tional institutions, commercial organi-
zations and individuals in efforts to
advance individual and general pros-
perity.

Work for developing and im-
proving the conditions along its lines
is done by the Southern Railway Sys-
tem to increase its traffic and its
earnings. However favorably, though,
this character of work may affect a
railroad company and its stockhold-
ers, it is worth much more, if carried
on wisely, to the people and the sev-
eral communities in the South. The
railway can profit from it only sub-
sequent to, and as a result of, the
greater prosperity of the people.

SOUTHERN RY. ACTIVE IN AGRICULTURAL WORK

Co-operates With State and Federal
Authorities and Has Its Own Hor-
ticultural, Live Stock and
Dairy Agents.

Today the greatest attention is paid
to the development of the agricul-
tural resources. This development must
be largely through the efforts of the
people already on the farms and res-
ident in the states of this section. The
homesteaders from the North and from
Europe will aid by their work and
their practical experience, but it is
through better farm education and
better farming and the improvement
of farm conditions that the best and
widest development will result.

To the efforts of the United States
and State department of Agriculture,
the college of agriculture and the ex-
periment stations, the Southern Rail-
way is giving the best co-operation it
can. Through President Finley and
through the Land and Industrial De-
partment it is helping to circulate
the bulletins and other publications
of the Agricultural Departments which
are of special value to the Southern
farmer. A few years ago when it was
decided by the United States De-
partment of Agriculture to operate
model farms in different parts of the
country the Southern secured the lo-
cation of many of these farms in its
territory and the farms so located
have been of great value in improved
farm methods in many communities.

To the United States farm demon-
stration work in the South the same
co-operation has been given, and today
the Southern's own agricultural
agents are working in co-operation
with the agents of the farm demon-
stration bureau. A few months be-
fore his death the Land and Indus-
trial Department arranged with the
late Dr. S. A. Knapp for a series of a
dozen addresses in the South in which
he discussed, in the most compre-
hensive manner ever undertaken, the
special needs and opportunities of the
Southeastern farmer. These addresses
brought about greatly increased inter-
est in farm improvements and more
profitable farming throughout the
territory.

The company is in constant co-op-
eration with the various state depart-
ments of agriculture, enlisting their
help for the farmers of particular dis-
tricts, making use of their investiga-
tions and securing their suggestions
in the introduction of new crops or
the development of special lines of
agriculture in various communities;
and, wherever possible, aiding these
departments to make their work more
efficient.

Special agricultural and horticultu-
ral agents are maintained by the
Southern Railway to study the agri-
cultural possibilities, to do direct work
with farmers in giving instructions,
where desired, regarding improved
methods of farming and crop diversifi-
cation and working for new lines of
farm development. Co-operation is
given fruit growers in the packing
of fruit for shipment and in marketing
it.

The development of the live stock
industry is given special attention.
President Finley has personally given
much time to the circulation of litera-
ture calling attention to the loss to
the Southeast from the cattle tick in
the infected districts and to the prac-
tical work of eliminating the tick. A
dairy agent, under the Land and In-
dustrial Department, is at work to
develop the dairy interests, and his
work is doing much for this industry.

A live stock agent, under the Freight
Department, assists the farmer
in his shipments, in developing
markets for his stock and in other
ways of advancing this industry.

The Southern Railway System is
co-operating with the state agricul-
tural authorities in running institute
and other special trains. A dozen
trains have been run in a single year.
The work of these trains is carefully
followed up.

From time to time pamphlets, leaf-
lets and circular letters are printed
for the benefit of the Southeastern
farmer.

Take Dr. Miles' Laxative Tablets for
constipation. They will help you.

SOUTHERN RY.'S EXHIBITS

Interesting Display of Southern Farm
Products at Land and Irrigation
Congress.

New York. At the American Land
and Irrigation exposition, which re-
cently opened at Madison Square Gar-
den, there are displays of farm and
orchard products from every portion
of the United States and from Can-
ada, but none exceeds the exhibit from
the Southern states made by the
Southern Railway system, which has
expended several thousand dollars in
collecting material for exhibit pur-
poses from all parts of the territory
served by its lines.

The Southern railway's booth is six-
ty feet long and the arrangements
of the exhibit is most tasteful and
attractive. There are exhibits of cot-
ton, tobacco, the grains, grasses and
forage, crops, sugar cane, and all
kinds of garden truck and an unusu-
ally fine fruit display. The walls are
covered by a large map of the South,
sheaves of grain and grasses, a score
of large colored photographs of typi-
cal Southern farm, field and orchard
scenery. There are a half-dozen ta-
bles of the Southern apples, which
will convince all who see them that
the Southern apple-growing districts
are surpassed by none. Special litera-
ture has been prepared for circula-
tion at the exposition telling of the
Southeastern states and especially of
their farmlands and products.

Each day an illustrated lecture on
the Southeast is delivered by M. A.
Hays of the Land and Industrial De-
partment of the Southern Railway.
For this lecture 150 new colored slides
have been made. The lecture covers
the industries, the agricultural re-
sources and developments, the scenic
attractions, the resort centers of the
Southeastern states, gives character-
istics of Southern life and tells about
the wide variety of opportunities
found in this section.



Bringing watermelons to Southern Railway Depot, Clayton, N. C.

CONDITIONS ENCOURAGING

Management of Southern Railway Is
Making It Helpful Factor in
Southern Development.

Washington.—A most encouraging
view of conditions in the Southeast
is presented in the annual report of
the Southern Railway company, which
states that one of the most impor-
tant factors in the strength of the com-
pany's position is the industrial and
agricultural development of the ter-
ritory traversed by its lines. The
marked agricultural progress due to
the general adoption of approved
methods by the farmers of the South-
east, particularly the increase of di-
versified farming and the diversifica-
tion of industries are noted.

The management of the company,
with a broad conception of its rela-
tions to the public, is making the rail-
way not merely a carrier of the peo-

WAR ON THE BOLL WEEVIL; CAMPAIGN FOR GOOD ROADS

Interesting Methods for Helping the
Farmers Fight Cotton Pox
for Arousing Interest in
Road Improvement.

The advent of the boll weevil into
the territory of the Southern Rail-
way System caused it to take up
work to combat its ravages. To this
end a cotton culture department was
organized, with a chief and a force
of field agents, each one of whom has
had practical experience in growing
cotton under boll weevil conditions,
to cover the districts of Alabama and
Mississippi where the weevil has al-
ready appeared or threatens. More re-

cently the work of this department
was extended to Southern Georgia
along the lines of the Southern Rail-
way and the Georgia, Southern and
Florida. The agents of this depart-
ment work in harmony with those of
the United States farm demon-
stration bureau and with the state au-
thorities, doing special work with the
individual farmer in instructing him
in the best ways to raise cotton un-
der weevil conditions and in showing
him how he can diversify his crops
to the best purpose.

The management of the Southern
Railway System has long held that
the improvement of the country road
meant prosperity and advancement
alike to the railroad and the resident
of its territory, and especial benefit to
the farmer. Ten years ago, in 1901,
it started out its first Good Roads
train, which spent six months build-
ing demonstration roads, holding road
conventions and agitating for better
highways. There is just ending the
tour of another good roads train, also
out six months, operated by the South-
ern Railway System in Co-operation
with the United States Office of Pub-
lic Roads. In the years between, con-
stant attention has been paid to work
along this line.

Before going to bed take a Dr. Miles' Laxative Tablet.

Subscribe to The Sentinel.

The more important additions and
betterments completed and undertak-
en during the year are shown, among
them the double track lines through
Lynchburg, Va., and into Chattanooga,
Tenn., 35 miles of double track be-
tween Atlanta and Gainesville, Ga.,
modern lapidations on the line be-
tween Atlanta and Macon, Ga., Knox-
ville and Chattanooga, Tenn., and
Morristown, Tenn., and Asheville, N. C.,
new freight station and office
building at Atlanta, additional freight
station and yard facilities at Macon,
and additional wharf facilities at Mo-
bile, Ala.

CO-OPERATION OF PEOPLE DESIRED BY SOUTHERN

Will Freely Give Assistance in Work
for Advancement of Its Terri-
tory—Information Gladly
Received.

The Southern Railway System in-
vites the co-operation of all the peo-
ple along its line in work for the
advancement of its territory. It will
freely give every assistance possible,
and will be glad to have individuals
and business organizations call upon
it for aid in solving the development
problems which come up, and contrib-
ute information which will help build
up the communities of the Southeast.

Communications relating to lo-
cations or development work along the
Southern Railway, Mobile and Ohio
Railroad, Georgia, Southern and Flor-
ida Railway and Virginia and South-
western Railway should be addressed to
M. V. Richards, Land and Industrial
Agent, Washington, D. C.

For locations or for information on
matters regarding the country along
the Queen and Crescent Route, ad-
dress T. O. Plunkett, Agricultural and
Industrial Agent, Chattanooga, Tenn.

EFFECTIVE ORGANIZATION FOR DEVELOPMENT WORK

How the Land and Industrial Depart-
ment of the Southern Railway
Is Conducted.

As an agency for the solicitation
of men and capital for factories and
for other industries and for the intro-
duction into the Southeast of agri-
cultural and industrial promotion and
territory of the Southern Railway
Southern Railway's land and industrial
department.

The Land and Industrial depart-
ment, with jurisdiction extending over
the lines of the Southern Railway,
the Mobile and Ohio Railroad, the
Georgia, Southern and Florida Rail-
way, and the Virginia and Southwest-
ern Railway, has direct charge of mat-
ters pertaining to general develop-
ment. At the head of it is the Land
and Industrial Agent, with headquar-
ters at Washington and with a sub-
stantial corps of assistants and large
offices located there. Along the lines
of the roads are district offices at
St. Louis, Mobile, Macon, Bristol, Col-
umbus, Miss.; Asheville and Colum-
bia. The agents in charge of these
offices give their assistance to all ef-
forts to promote, in any direction,
the growth of the territory adjacent
to the railroad lines, find locations
for industries or help in their organi-
zation, aid homesteaders or colonizers
in securing the lands they wish, work
with the farmers and others in solv-
ing the problems of markets or crops
which come up, gather information
about the opportunities or facts which
will advertise their districts and in
every possible way extend their co-
operation and that of the railroad to
the people of their territory in devel-
opment efforts. The work of these
agents, as that of the Washington of-
fice, has to do with both the educa-
tional and other efforts with the peo-
ple of the territory and in the bring-
ing in of new people and new cap-
ital.

From the Washington and St. Louis
offices industrial and immigration
agents travel throughout the North
in advertising the Southern's territory
and in soliciting farm settlers and
manufacturers to locate along its
lines. An office is also maintained
for this work at Harrisburg, Pa., and
for several years a European agency
has been established with headquar-
ters in London. The agents of the
company include specialists in timber,
minerals and clays, in industrial lo-
cations and in other lines.

For the Queen and Crescent Route
a similar line of work is carried on
by the Agricultural and Industrial
Agent, located at Chattanooga, Tenn.

In the early days of the Southern
Railway System it was believed prop-
er that, while the needs of the ter-
ritory in the way of immigration and
of the development of the farm re-
sources were not to be neglected, spe-
cial effort should be made to call at-
tention to the immense natural re-
sources and advantages for industries
of various kinds. The reports from

the communities along the lines rep-
resented in the Land and Industrial
Department show that in the decade
from 1900 to 1910, \$400,000,000 were
invested in industries. A good por-
tion of this sum represents the work
of the Industrial Department.

At Dresden there is in the course
of construction what is said to be
the largest radiator in the world.
This radiator is intended for the mo-
tor of an airship of 300-horse-power,
and is made entirely of aluminum.

RESOURCES OF SOUTHEAST GIVEN WIDE PUBLICITY

Exhibits at Fairs, Advertisements in
Newspapers, and Circulation of
Attractive Literature All
Boost the Southern
Territory.

The Southern Railway has long de-
voted much attention to fair and ex-
position exhibits, showing the re-
sources and products of the South-
eastern States. This year's exhibit
work is almost entirely within its own
territory. At state and other large
fairs and exposition its making
comprehensive exhibits, largely agri-
cultural, which are mostly of an edu-
cational character, and which show
what the people of the Southeast and
of special communities may do. A
large exhibit will be made in Novem-
ber at New York City.

In the line of publicity for calling
attention to the opportunities of the
Southeast, liberal amounts are ap-
propriated. The Southern Field, giving
information about all the System's
territory, is widely and regularly cir-
culated. Booklets descriptive of the
different states, publications relating
to the various lines of farming, pam-
phlets giving general or special in-
formation or lists of lands or business
opportunities are published for the
benefit of homesteaders and manu-
facturers.

In advertising opportunities in the
Southeast agricultural, trade and gen-
eral publications in the North are
used and special advertising is done
in Europe.

CASTOR

The Kind You Have Always Bought
in use for over 30 years, and has
become a household name. It is
the best of all counterfeits, imitations,
experiments that trifle with
Infants and Children—Beware.

What is

Castoria is a harmless
gastro, Drops and Sooth-
contains neither Opium
substance. Its age is 40
and allays Feverishness,
Colic. It Relieves Teething
and Flatulency. It Assu-
es Stomach and Bowels, gives
The Children's Panacea.

GENUINE CASTOR

Bears the
Castor
The Kind You Have Always Bought

In Use For Over 30 Years.
THE CASTOR COMPANY, 27 BROADWAY, NEW YORK CITY.

Subscribe Now.

D. H. ATTAWAY,
GREENVILLE'S PRACTICAL

ARCHITECT and
BUILDER, : :
WILL SAVE YOU MONEY.

Blue Print and Plans and Complete Spec-
ifications Furnished.
OFFICE: 117 1/2 Main Street,
GREENVILLE, S. C.
Phone 3068.

FROST PROOF CABBAGE PLANTS

GUARANTEED TO SATISFY CUSTOMERS
FROM THE ORIGINAL CABBAGE PLANT GROWERS

Established 1868. Paid in Capital Stock \$30,000.00

We grow the first FROST PROOF PLANTS in 1901. Now have over twenty thousand satisfied customers. We have grown and sold more cabbage plants than all other persons in the Southern States combined. Write for free catalog containing valuable information about fruit and vegetable growing. Prices on Cabbage Plants—By mail Postage Paid 10 cents per 100 plants. By express, better packing express charges, which under special rate in very large orders \$1.00, \$2.00 to 4,000 \$1.50 per thousand; 5,000 to 9,000 \$1.25 per thousand; 10,000 and over \$1.00 per thousand.

Wm. C. Gentry Co., Box 272, Yonges Island, S. C.

WE

WISH YOU THE

HAPPIEST SORT OF A
NEW YEAR
AND MUCH PROSPERITY

WE ARE PREPARED
To Do JOB PRINTING of All Kinds.
BRING US YOUR WORK
THE SENTINEL PUBLISHING CO.